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DEPARTMENT OF STATE

Memorandum of Conversation

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DATE: September 1, 1959

SUBJECT: Berlin Contingency Planning

PARTICIPANTS: Mr. Jean-Claude Winckler, Counselor, French Embassy
 Mr. Donald A. Logan, First Secretary, British Embassy
 Mr. James H. McFarland, Jr., GPA
 Mr. Thomas D. McKiernan, GPA

COPIES TO:

M - Mr. Murphy 1
 S/S-RO - Mr. Duemling 2
 EUR - Mr. Kohler - 2 (1 cc) 3
 GER - Mr. Vigderman (1 cc)
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Surface Access

Mr. Logan confirmed that the British Government had accepted the tripartite paper on Surface Access Identification and Checkpoint Procedures (BERCON-TRI D-2, June 29) subject to the conditions that paragraph 8 be dropped from the draft public statement (BERCON-TRI D-2, June 16) and that the paper be reviewed "from time to time" to ascertain that it is still in keeping with current policy.

The editorial changes suggested by the three Embassies at Bonn (Bonn's 336, August 14) were made in paper. It was agreed that the changes did not affect the substance in any way.

High Altitude Flights

Mr. Logan and Mr. Winckler said that their Governments approved the paper of the three Embassies at Bonn on Berlin corridor flights above 10,000 feet (BERCON-TRI D-6, July 22).

"Civil Airlift"

Mr. Winckler said that the French Government approved the paper of the three Embassies at Bonn on the substitution of military for civil aircraft ("civil airlift") (BERCON-TRI D-8, August 5).

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Threats

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Threats against Safety of Flight and Direct Interference

Mr. Winckler said that the French found the three Embassies' paper on Threats against Safety and Direct Interference with Flights (BERCON-TRI D-5, July 22) "acceptable" and that, with respect to the possible courses of action after an Allied aircraft had been lost as a result of direct military action, the French would prefer using tactical aircraft to maintain air access (cf. para. B (4) (c)).

Mr. Logan said that the British believe more detailed plans for probe flights should be developed.

Mr. McKiernan said that the United States continued to believe that the pilots of military aircraft should refuse to comply with intercept signals, even if they were flying transport aircraft and had been fired upon (cf. para. B (3) (c)).

Informational Activities

Mr. Logan submitted the text of a "United Kingdom Paper on Information Policy Requirements" which he asked to have circulated in the BERCON-TRI series.

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